

Supplemental Information Index page

Site Map (pp. 2, 3)

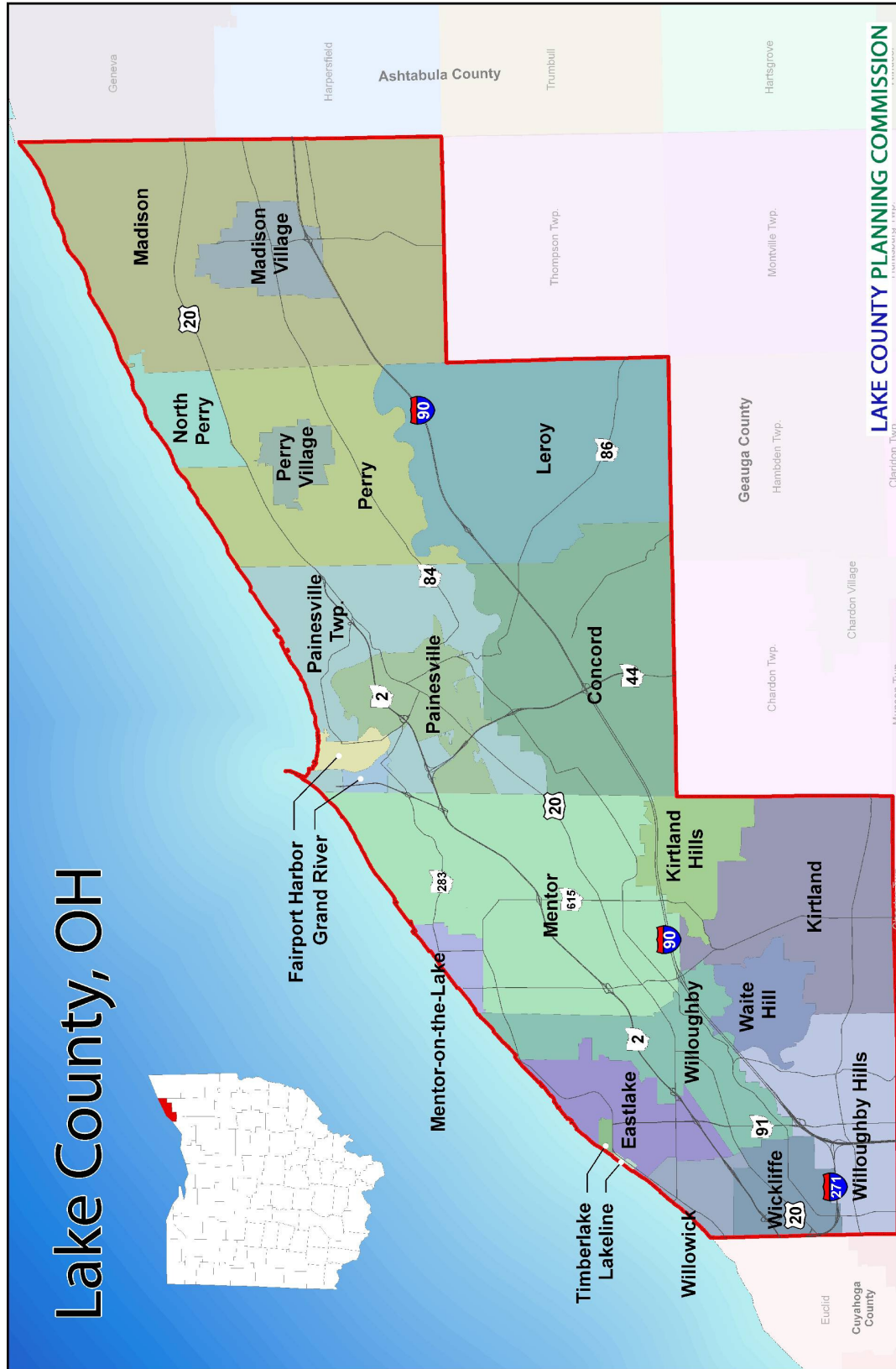
Support letters (pp. 4-6)

Resumes (pp. 7, 8)

Local news coverage (pp. 9-20)



Lake County, OH



LAKE COUNTY PLANNING COMMISSION



PERRY TOWNSHIP TRUSTEES

3740 CENTER ROAD
PERRY, OHIO 44081
440-259-5140
FAX # 259-5143

BUSINESS HOURS
8:00 A.M. – 5:00 P.M.
MON.-FRI.

February 1, 2008

Mr. Harry Allen
Lake County Port Authority
Lake Erie College
391 W. Washington St.
Painesville, OH 44077

Dear Mr. Allen,

Perry Township will gladly participate and support, in anyway deemed necessary, the Lake County Port Authority's financial request to the pending 2009 State of Ohio Capital Improvements legislation for assistance with capital improvements to Perry Township Park.

Perry has been an active member of support of the Lake County Coastal Plan since 2003. This organization has been a positive planning and community outreach partner that continues to elevate the level of interest and importance of improving our region's primary asset, Lake Erie.

We recognize and appreciate the Port Authority's countywide approach for this funding request. An official resolution from the Township will be forthcoming.

Very Truly Yours,

Perry Township Trustees

Walter R. Siegel
Administrator

WRS:kls



Madison Township

Ohio's Largest Township

2065 Hubbard Road
Madison, Ohio 44057
(440) 428-5128
Fax: (440) 428-1371
www.MadisonTownship.net

Trustees
William A. Brotzman
Jeffrey L. Quirk
Peter V. Wayman

Fiscal Officer
Barbara L. Golding

Administrator
Larry Advey

February 4, 2008

Mr. Harry Allen
Lake County Port Authority Chairman
391 W. Washington Street
Painesville, OH 44077

Mr. Allen:

This letter is to inform you that the Madison Township Board of Trustees unanimously support the Lake County Port Authority's financial request to the 2009 State of Ohio Capital Improvement legislation request for improvements at Madison Township Park.

Please be advised that a Resolution will be forth coming and adopted at the Trustees February 12th, 2008 Regular Meeting in support of this financial request.

Thank you for your assistance in this matter.

Sincerely,
Madison Township Board of Trustees
Larry Advey, Administrator

A handwritten signature in cursive script that reads 'Larry Advey'.

Cc: Trustees

LRA/sjs

Council-manager
government since 1963



City of Mentor

8500 Civic Center Boulevard
Mentor, Ohio 44060-2499
440-255-1100
www.cityofmentor.com

February 4, 2008

Lake County Port Authority

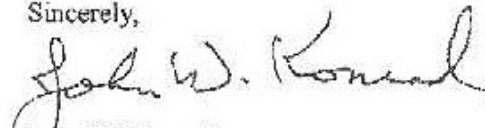
Attn: Mr. Harry Allen:

The City of Mentor will participate and support the Lake County Port Authority's financial request, to the pending 2009 State of Ohio Capital Improvement legislation, for assistance with capital improvements of our lakefront park, Mentor Beach Park.

Mentor has been supportive of the goals of the Lake County Coastal Plan. It has been a positive planning and community outreach partner that continues to elevate the level of interest and importance of improving our region's primary asset, Lake Erie.

We recognize and appreciate the Port Authority's comprehensive Lake County approach for this funding request.

Sincerely,



John W. Konrad
Mentor City Manager

JWK/glk

Mr. John Loftus
Executive Director, Lake County Port Authority
1 Victoria Place, Suite 265 A
Painesville, OH 44077

Mr. Loftus has over 20 years of experience in directing business assistance and retention programs, marketing, strategic planning, downtown and economic revitalization, transportation and logistics.

Prior to coming to the Lake County Port Authority, Mr. Loftus served the Cleveland-Cuyahoga County Port Authority as Vice President of Regional Development. His professional experience also includes working for the city of Toledo, first as Assistant Chief Operating Officer and then as the Special Assistant of Key Initiatives for the Mayor's office. He also served as Seaport Director for the Toledo-Lucas County Port Authority and as Legislative Aide to U.S. Senator John Glenn. He holds a Bachelor of Arts Degree in Political Science from the University of Michigan.

Created in June 2007 the Lake County Port Authority's mission is to promote projects that will provide for the creation of jobs and employment opportunities and improve the economic welfare of the people residing in Lake County. The Port Authority is also authorized by state law to enhance, foster, aid, provide or promote transportation, economic development, housing, recreation, governmental operations, culture or research. Located on the campus of Lake Erie College, the Lake County Port Authority is the new host organization for the Lake County Economic Development Center's activities. For more information, visit our website at <http://www.lcedc.org>

Mr. Jason W. Boyd
Director, Lake County Planning Commission
125 E. Erie Street
Painesville, Ohio 44077

EDUCATION: **OHIO UNIVERSITY**, Athens, Ohio
Master of Arts, specialization in planning, November 2001
Bachelor of Science, Major: Geography, June 1998.

**PLANNING
EXPERIENCE:** **LAKE COUNTY PLANNING COMMISSION,**
PAINESVILLE, OH
director February 2009- present
deputy director November 2008 – January 2009
senior planner March 2002 – November 2008
Staff planner July 2000 – March 2002

**OTHER
EXPERIENCE:** **LAKETRAN, PAINESVILLE, OH**
Board of Trustee September 2005 - present

Appointed by Board of Lake County Commissioners to
serve on the nine person Board of trustees for Laketrans,
Lake County's regional transit authority.

LAKE COUNTY COASTAL PLAN COMMITTEE,
PAINESVILLE, OH

Chairman November 2007 - present
Member January 2003 – November 2007

Time to work on lake coastal development

NEWS HERALD 1/20/08 DW/CF
Be proactive. You hear it all the time — don't let outside factors determine your success. In these uncertain financial times, communities must work this way.

They can't let worries about the economy or any other concerns determine their long-term economic growth.

Rather, officials must work a well-developed plan to ensure their communities prosper and thrive.

This has occurred in Lake County with a 3-year-old Coastal Development Plan.

And now that the Lake County Port Authority knows its direction, it's time to get to work.

The port authority approved a plan about 10 days ago to request \$4 million from the state's capital fund.

It's an important first step that signals the economic development panel intends to actively pursue all avenues to get projects started.

The group has been working for just a few months.

But, there's no better way to take action than a plan that improves the shoreline.

Lake Erie is our best natural resource, enhancing the quality of life for all area residents. But it must be more than simply a few marinas and scattered parks.

The Lake County Coastal Development Commission crafted an ambitious plan that culminated in 2005 with a dream to make Lake Erie a destination for Northeast Ohioans and beyond.

The plan identifies eight projects along the county's 27-mile Lake Erie coastline, running from Eastlake to Madison Township.

While it's always good to dream big, the Port Authority has opted to focus on four projects:

- Chagrin River in Eastlake — engineering of harbor protection or acquisition of identified natural areas

- Mentor Beach Park — shoreline protection and beach creation

- Perry Township Park — erosion protection, beach creation and public lake access

- Madison Township Park — beach enhancement and public boating facility.

As each is completed, the region's economic foundation will be fortified.

Working ahead, then following the plan, will help Lake County shine brightly.

Working ahead, then following the plan, will help Lake County shine brightly.

Coastal development plan kickstarted

John Arthur Hutchison
hutchison@news-world.com

3/7/07

Harry Allen has often said Lake Erie should be Lake County's front door rather than its back door.

That philosophy has driven years of work behind the Lake County Coastal Development Plan that would transform the county's lakeshore into one that would attract significant tourism and create new jobs and opportunities.

The overall vision has detailed focus plans for areas in Eastlake, Mentor-on-the-Lake, Fairport Harbor, Painesville Township, Perry Township and Madison Township.

Core questions the planning process centered on were:

- Where can the communities encourage private sector development that benefits from and enhances the area's natural assets?
- How can public access to the water be maintained and expanded?

■ What is the image of Lake County and how is this image manifested in the county's cities, villages and townships?

If everything ideally were accomplished within the plan, early budget estimates show it would cost around \$80 million to \$100 million, said Allen, chairman of the Lake County Coastal Planning Committee.

See Coastal Plan, Page 16

Coastal plan

from Page 15

Local matches are likely to comprise about \$20 million.

Allen said the newly created Lake County Port Authority will dramatically increase the chances to begin implementing the plan.

"It will be the Energizer Bunny for the project," he said.

"It provides a legitimacy and instant credibility to private businessmen and philanthropies."

Allen said folks who choose to invest or donate money see the Port Authority as the entity qualified to assume control of and distribute funds for the priorities of the region.

"We had our business leaders together last summer and they

had dollars to give," Allen said. "They wanted to make sure they could give it to the entity they felt comfortable with."

Allen said the Port Authority will be able to take private, philanthropic, federal and community matches, and gain the best return on the invested dollar for the benefit of residents.

Jason Boyd, a senior planner for the Lake County Planning

Commission who works closely with Allen on the plan, said the idea began in 2001 as a grassroots community-based initiative.

Then a committee was assembled and Allen decided to form a countywide approach to take it to the next level, Boyd said.

The Cleveland Foundation provided a \$25,000 grant and communities contributed funds as well, he said.

A group from Kent State University also was involved in designing the plan.

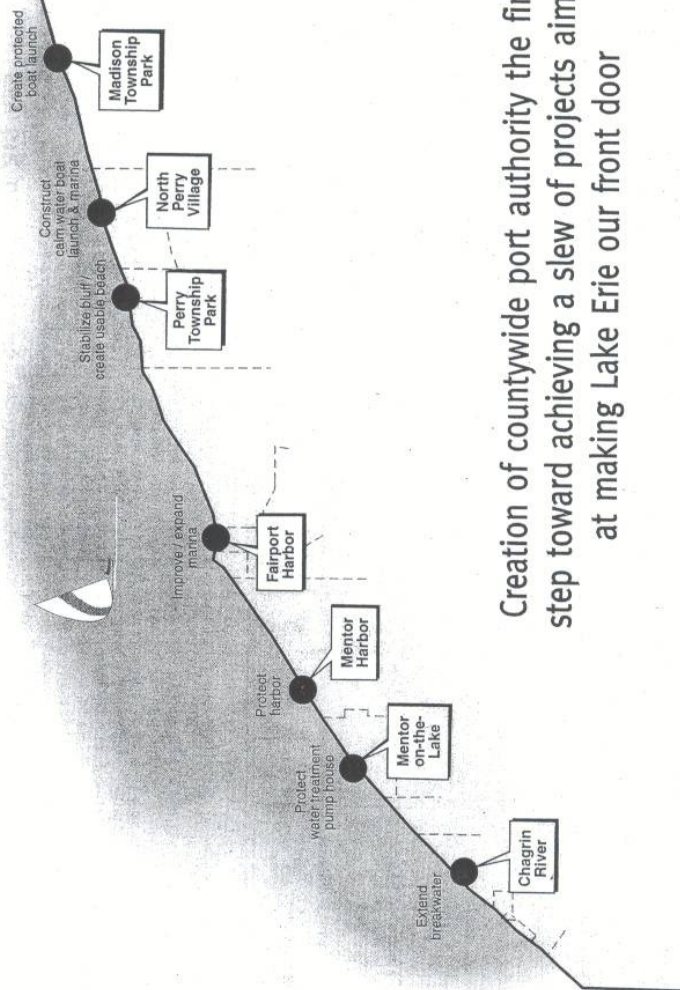
In 2005, Allen and Boyd began to deliver their presentation to community organizations and have done at least 50 presentations.

Allen said the next presentation is slated for the Mentor Area Chamber of Commerce in April.

A 15-minute documentary also was produced recently with the hope to make it available on local cable access channels, Boyd said.

Allen said the next step is to review the lakfront projects, refine them and prioritize them.

"Large dollar projects will need a significant match, and we must make the cases compelling," Allen said.



Creation of countywide port authority the first step toward achieving a slew of projects aimed at making Lake Erie our front door

NEWS HERALD

Region must change to have future growth

The announcement of job cuts at KraftMaid Cabinetry Inc. in Middlefield, combined with Tops Markets recently leaving three stores vacant in Lake County, certainly didn't provide Northeast Ohio with a happy new year.

This demoralizes residents who could ill afford more job losses.

Ohio has lost 32,337 manufacturing jobs over the past 12 months — and more than 100,000 since 2001 — according to the 2006 Ohio Manufacturers Directory, published annually by Evanston, Ill.-based Manufacturers' News Inc.

But don't let that news shake you.

Area residents should be encouraged by the collaborative efforts being employed to ensure future economic growth.

Lake County has 100 community leaders developing a countywide plan to retain businesses — and attract new ones.

While that's long overdue, it also reveals that these leaders have abandoned the go-it-alone approach to economic development.

This cooperation has been evident by the due diligence to start discussions about a county port authority.

City and village council members and township trustees have a draft proposal before them that should launch more deliberate talks in coming weeks.

A county port authority is an instrument that can boost Lake County's growth and allow it to thrive for decades.

This will demand communication between business leaders, business and government, government and government, higher education and other entities that serve the private and public sectors.

Without it, opportunities for growth will elude the region.

But we also must accept that change won't come quickly. It's a process that will evolve over months and years before hard work bears fruit.

The planning occurring in Lake County encompasses just part of the focus on Northeast Ohio's future.

Thomas A. Waltermire, chief executive officer of Team NEO, which markets the region, said Ohio's business climate has been undergoing changes.

He said the economy is transitioning to a new growth curve that will unfold over time. When we've encountered difficulties in the past, our resilience has fueled additional success.

When we've encountered difficulties in the past, our resilience has fueled additional success.

'A quick look at some proposed shoreline projects

Lake County

Fairport Harbor Village, Painesville Township, city of Painesville

Hemisphere Corp.'s proposed Lakeview Bluffs' 2,300 homes, championship golf course, family-oriented sports complex and a resort hotel on 1,000-plus acres on former Diamond Shamrock Corp. site. \$500 million.

Fairport Harbor marina

Protected calm water marina with 400 to 500 slips; harbormaster building; parking; boat-shaped maritime museum; small ferry connecting the village to Headlands Beach; improved access to Lake Erie; mixed-use recreation; and Civic Center.

"Canals carved into the land to create an island community" with housing and retail attractions. \$21.3 million.

Suggested alternative: Locating marina east of Lakefront Park to work with Lakeview Bluffs project; disadvantages include distance from downtown, less land for support facilities and higher costs.

Fairport Harbor lighthouse

Lake Metroparks District interested in U.S. Coast Guard Station

lighthouse in ventures working with numerous organizations, including the Lake County Historical Society.

Eastlake

Chagrin River offshore breakwater for a protected harbor and safe entrance to Lake Erie; convert West Island Drive back into islands. Alternative concept (not part of cost summary): 160-slip marina, fishing pier and observation overlook.

Create a city entry "that leads people from the Lake County Captains baseball stadium to lake and riverfront amenities."

"Visitors arriving in Eastlake from I-90 would most likely be unaware of the beauty of the city's natural amenities. The islands are obscured from public view and are invisible to visitors and even most city residents. These privately owned islands should be purchased and preserved as public land." \$9.5 million.

Mentor

Remove sand from Mentor Harbor entrance channel to Presque Isle in Erie, Pa., where major recreational and recreation ventures are

under way; remove a sunken barge and allow safe navigation into the Mentor Lagoons and make its entrance widely known; buy additional land.

"The current entry to Mentor Lagoons and Mentor Marsh is fairly inconspicuous and gives little clue to the magnitude of this public resource."

\$2.7 million.

Mentor-on-the-Lake

At Mentor Beach Park, create a high percentage of erosion controls for private property and place a stone embankment on the shoreline to protect a threatened water pump house.

\$125,000.

North Perry Village,

Madison Township

Between Townline Park in North Perry Village and Stanton Park in Madison Township, locate a "harbor of refuge" basin stretching from Geneva State Park to Fairport Harbor; place offshore wave barriers; create recreational boating and swimming beaches.

Consider constructing bed-and-breakfast in unoccupied mansion in Stanton; new community hall and cabins; wildflower fields; year-

round use. Construct "clearly identified lookout points directing visitors to the best views of the lake."

Build Senior Center in Townline Park.

Townline Park: \$6.1 million. Madison Township private property: \$4.6 million, and Stanton Park: \$2.9 million; including 40-boat marina.

Madison Township Park

Provide usable boat launch with improved access and parking; enlarge and enhance the beach on west side of the park.

Fix "unfriendly environment to lake users and aesthetically unappealing appearance to visitors." \$1.3 million to \$2.4 million.

Perry Township Park

In area now including the former Camp Roosevelt: amphitheater; lake lookout platforms; pavilion; trail networks; and kiosk and service area for campers. Build township Senior Center.

"Access ramps to connect people to the lake across the steep slope."

Painesville Township

Hundreds of single-family homes discussed near the Lake Erie shoreline off Bacon and Lake roads, north of Lakeland Freeway (Route 2). Lakefront marina discussed if market dictates.

Prepare for "public connections to Lakeview Bluffs."

Willowick

All under way: Larimar housing project on Lake Shore Boulevard; Shoreland Crossing duplexes and 59 single-family homes along the shoreline, all upper-income class. Respective investments: \$50 million and \$25 million.

Ashtabula County

City of Ashtabula

In Ashtabula Harbor, the Ashtabula River is being dredged with a hotel, condominiums and multi-townhouses envisioned by some

when river access becomes available for the first time in years. \$50 million.

Geneva-on-the-Lake Village

Geneva State Park Lodge built at a cost of \$16.7 million.

Cuyahoga County

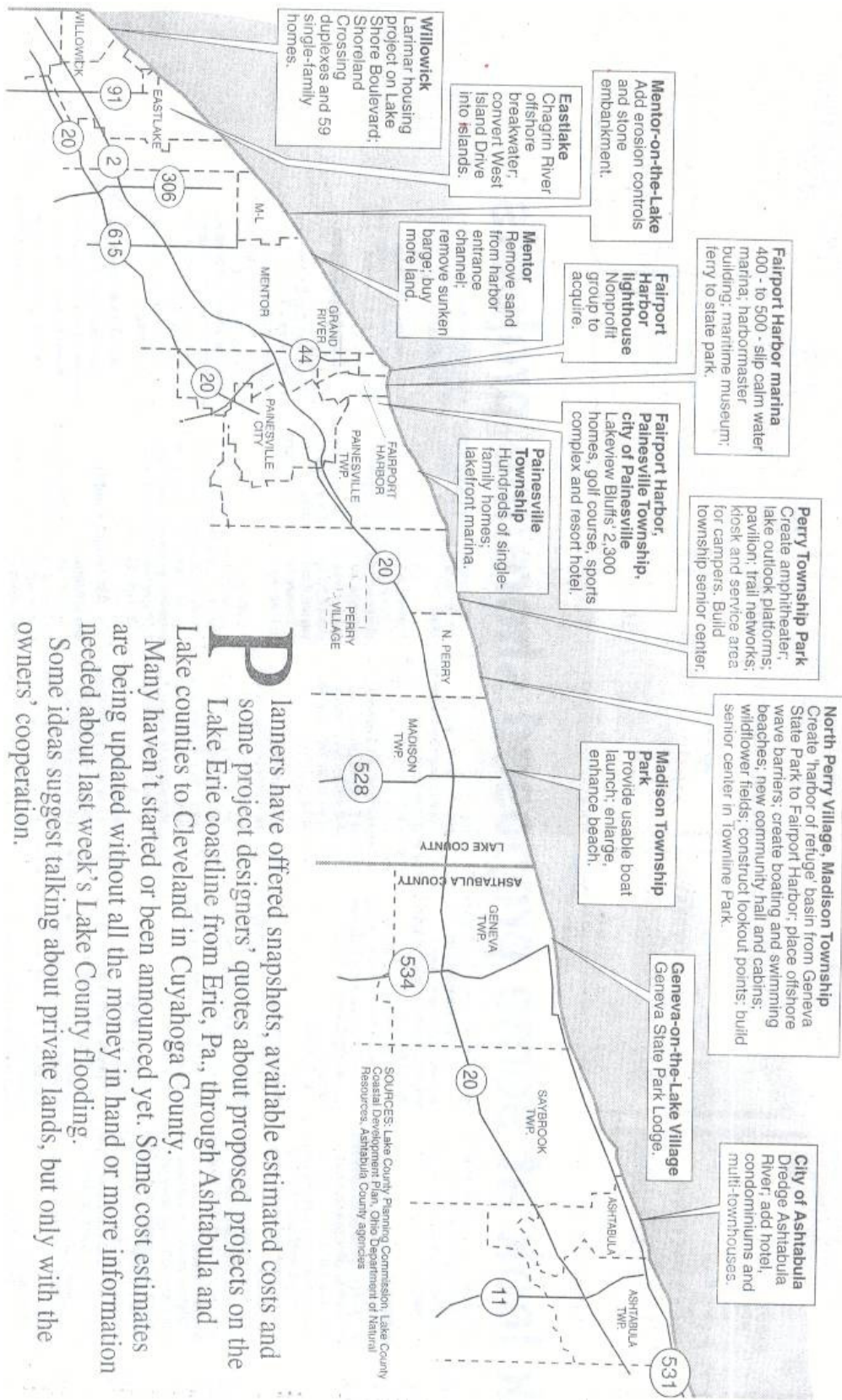
Cleveland

Waterfront District Plan: convert high-speed Route 2 (Cleveland Memorial Shoreway and West Shoreway) from a 50-mph freeway to a 35-mph boulevard.

Reshape shoreline into parks, apartments, museums, a boardwalk, marinas and a golf course. Initial \$395 million to start a 50-year project around Cleveland Browns Stadium.

SOURCES: Lake County Planning

Commission, Lake County Coastal Development Plan, Ohio Department of Natural Resources, Cleveland City Planning Commission, Ashtabula County agencies.



Planners have offered snapshots, available estimated costs and some project designers' quotes about proposed projects on the Lake Erie coastline from Erie, Pa., through Ashtabula and Lake counties to Cleveland in Cuyahoga County.

Many haven't started or been announced yet. Some cost estimates are being updated without all the money in hand or more information needed about last week's Lake County flooding.

Some ideas suggest talking about private lands, but only with the owners' cooperation.

Developing coastline offers brighter future

NEWS HERALD 8/17/06

Northeast Ohioans who've traveled along the Atlantic Coast — or even as far north as Toronto, Ontario — can't help but observe the waterfront developments.

These quickly have evolved into financial boons for Toronto, Baltimore or Savannah, Ga., as visitors spend money at restaurants, souvenir shops, museums and elsewhere.

If those cities can take economic advantage of their proximity to Lake Ontario, the Chesapeake Bay or Atlantic Ocean, why can't Northeast Ohio?

Lake County finally has a master plan that has been crafted by the Lake County Coastal Development Commission. This partnership of government, business and philanthropic organizations envisions pumping life into the county's Lake Erie shoreline.

It will necessitate money from all levels of government, but it would be a testament to other segments or industries if private money assisted this ambitious plan.

This project — conservatively pegged at \$77 million — is the best step Lake County leaders have taken to foster the region's vitality and to validate that Lake Erie is the focal point of our future.

From Willowick to Madison Township, nearly every community along Lake Erie could benefit.

While this planning has been ongoing for a couple of years now, clearly Ohio cities, villages and townships along Lake Erie have been woefully late to this coastline development party.

"Finally, we're realizing that Lake Erie should be our front yard, not our back yard," Lake County Senior Planner Jason Boyd said.

"Lake Erie is one of the best buys in freshwater in the world. But we were actually behind the curve. Racine, Wis., and others were the first on the block. Now everybody is catching up with them."

U.S. Rep. Steven C. LaTourette agrees.

"I think, finally, Ohio is catching on that its greatest resource is the lakefront and Lake Erie," the Republican congressman from Concord Township said.

"We were embarrassed by Wisconsin and Chicago. But now we see it's a potential millions of dollars in economic impact and dramatic increase in the quality of life. ..."

Aside from The Flats in Cleveland, the best lakeside draw to the region now is the Lodge and Conference Center in Geneva. This gorgeous facility sends a powerful message that Ohio grasps that Lake Erie attracts money to the state whether one visits the Buckeye State or needs a prime location to conduct a meeting.

With some persistence and financial support, the coastal development plan could draw visitors to the region to spend some of their disposable income here.

And maybe we can improve the planning process so well that the region surfaces as the national model for coastal development in a suburban area.

This project — conservatively pegged at \$77 million — is the best step Lake County leaders have taken to foster the region's vitality and to validate that Lake Erie is the focal point of our future.

Coastal plan progress updated

Committee hopes to secure federal funding by spring

TRIBUNE 3/24/06
by MARIAN MCMAHON

PERRY TOWNSHIP - Jason Boyd, staff planner for the Lake County Planning Commission and Harry Allen, chairman of the Lake County Coastal Plan Committee, addressed township trustees and about 30 residents at the March 7 meeting. Their intent was to inform the trustees and community and answer questions anyone had about the plans to enhance the Lake Erie coast in Lake County.

"The new community center would act as an 'anchor store' and bring people to the lake," Boyd said. "Once you put that first amenity there, people will want more."

He addressed some of the proposed ideas for Perry Township, saying the erosion on the Camp Roosevelt site (where the community center was built) was similar to that at Painesville Township Park. The engineering of offshore barrier islands would create beaches and stop erosion. With the slope to the lake by the community center, walkways were suggested. Other plans would be based on what long-term plans for the area were.

"Obviously this is not an inexpensive project," Allen said.

He said the Cleveland Foundation advised they go for the big bucks, since they want to try to attract investment dollars to keep people here. They have asked for \$80 million from Congressman Steven LaTourette.

Allen said they have worked with the parks district, recreation experts and local officials "to provide an array of activities to bring people here and keep them around." One project they looked at out of state took two and a half years to complete. Before the project only 10 to 20 percent of the area residents had used the lake area; after completion the number rose to 77 percent.

"We have to do it with quality of life," Allen said of keeping and attracting residents. "We can't compete in the world market."

"The fastest growing activity for youngsters is paddle sports like canoeing and kayaking."

The committee's next steps are to have Lakeland Community College put their proposals into a video and work on getting 25 percent matching funds.

"Our goal is to address needs - go back to the community to find out if we're on track," Boyd said.

Trustee Phil Haskell congratulated the committee on their work. He said he'd had a vision similar to theirs for the township for years.

"If we can develop that area and bring people to the lake, we

need to do it," he said, adding he liked the idea of paths or fitness trails. "I'd like to see that done, pretty much in its entirety before I check out."

Resident George Schulz of Clark Road asked if surrounding areas would be adversely affected by the placement of the barriers. He was told they would not.

"I do not like a project where people do not get to vote," he said, adding he currently has people on four-wheelers ride on his beach, ruining it.

School board member, Julie Schultz, asked if there were any studies done about what draws people.

Boyd said an OSU study on the Headlands showed people would come, maybe buy a tank of gas, go to McDonald's and the beach, then leave.

Toni Kramer, a member of the Zoning Appeals Board, asked how many communities they had spoken to. Boyd said they have been to every community at least twice. He said there has been some criticism, but the reactions have been mostly positive.

North Perry resident Larry Klco asked what kind of businesses they expected to attract. Boyd said in Racine, Wisc., one of the communities they had looked at, the businesses were mainly artistic and cultural.

"I'd always hoped there'd be

◆See PLAN on Page A2

PLAN..... From Page A1

something better down there," said resident Shane Brown. "I would like to see sand."

Resident Ron Mocarski said he thought it was "phenomenal" that the committee was doing the project on a regional level.

In other business:

- Fiscal officer Christine Page reported the February receipts were \$252,037.87; disbursements \$283,440.58 and year-to-date receipts were \$384,098.98 and disbursements were \$419,102.96. Cash on hand was \$3,078,594.05.

- Page said membership fees for CLOUT and the Lake County Economic Development Council were paid.

- Page asked trustees to pass a motion to contract with BPI Systems for a 50-hour block of computer support services, cost not to exceed \$5,250. Page said they did not sustain many travel charges anymore since BPI can look at the system from their offices. The motion passed.

- Page recommended the transfer of \$10,000 to the park fund for community center expenses. She said she was not sure when the center would start paying for itself and transferring

funds to the park fund would allow line items to show all income and expenses.

- Administrator Wally Siegel asked for approval of purchase of two flagpoles at \$600 each; one for the community center and one for the ballfields.

Spring clean-up is set for May 6 and 13.

Siegel asked trustees to amend P.O. 60061 to \$3,800 for the concession stand at Perry Township Park.

Siegel reported on what the Perry Economic Development Corporation had accomplished in 2005. Four new businesses came to Perry, three to the Wind Point Reserve campus: Omega Sea, Ltd. which produces fish food from frozen fish shipped from Alaska, National Threaded Fasteners and Joining Metals. Great Lakes Power, owned by Harry Allen, is moving into a building on Shepard Road, previously occupied by Thermal Tool.

Siegel said some businesses are concerned they will pay more with the new CAP tax than they did with personal property tax.

The Joint Economic Development District has \$270,000 saved,

and makes payments of \$80,000 a year on the sewer system that was installed.

- Haskell said a letter was sent to the Lake County engineer for an updated mileage sheet and a culvert at Perry Park was jettied out.

He reported NOPEC has managed a price of \$9.70 MCF from Dominion East Ohio.

Haskell said the township is looking into moving the recycling bins to the southwest area of the shopping center to get them away from the front of the shopping center.

- Trustee Nancy Steele said Haskell had mentioned the approach to the IGA shopping center from Lane Road was not designed properly. It is supposed to be fixed.

- Trustee Chair Rick Amos proposed resolutions honoring recipients of the Madison-Perry Area Chamber of Commerce Awards: Fred Close for the 2006 Community Service Award and Gehring's Agency for 2006 Business of the Year.

- A motion was passed to pay \$150 to Venita K. Zidonis for reconveyance of three grave sites at Center Road Cemetery.

Leaders look to improve shoreline

■ Officials traveled to Racine, Wis., for waterfront ideas

Jeffrey L. Frischkorn

JFrischkorn@News-Herald.com

7/26/05

RACINE, Wis. — A troupe of 13 Lake County officials and civic leaders traveled west Monday and met the future of the community's 27-mile Lake Erie coastline.

The reason for the visit to Racine was that this blue-collar city of 80,000 has turned its once hard-edged waterfront into an energized shoreline development that has returned more than eight-fold its original \$26 million investment.

The 110-acre, 921-slip marina, several lanes of boat ramps and community park draw large numbers of people from 60 miles away in Chicago to the south, and 30 miles away in Milwaukee to

the north.

Likewise, Racine's harbor has proven to be just the low-water mark for the city's revitalization. It also has become the catalyst that continues to lap away from Lake Michigan and washes into the downtown area.

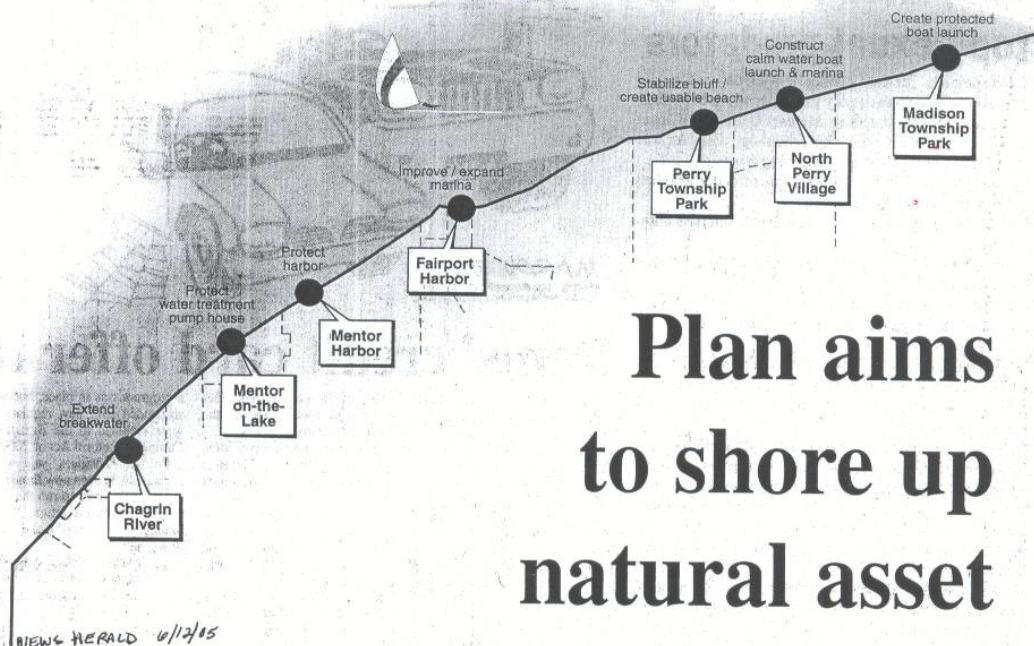
Today, the city's downtown is experiencing a renaissance, the Lake County leaders learned, resulting in more than 30 new specialized small businesses,

See Shoreline, Page A8



Lake County civic and government officials Dennis Eckart, left, a partner with Cleveland-based Baker and Hostetler; Ellen Foley Kessler, Lake Metroparks commissioner; Frank Sarosy, Fairport Harbor Village mayor; and Jason Boyd, senior planner for Lake County Planning Commission, listen Monday as Eduard J. Freer of Madison, Wis.-based JJR talks about harbor-front development in Racine, Wis., and how it might apply to Lake County's coastline.

Jeffrey L. Frischkorn/JFrischkorn@News-Herald.com



Plan aims to shore up natural asset

NEW HERALD 6/17/15

The recently unveiled plan for Lake County's 27-mile shoreline spells out what's wrong at seven key locations and what can be done to improve them.

Since the proposed improvements will cost a total of about \$60 million, taxpayers will start hearing about them as they are scrutinized in the affected communities in the near future.

Don't panic though! A variety of funding sources is identified — not just local treasures. And the long-term benefits will be substantial.

Here are some details from the Lake County Coastal Development Plan done for the Lake County Planning Commission by JJR, a company in Madison, Wis.:

Chagrin River offshore breakwater: The report says the location and orientation of the short channel between the lake and the river provides very little wave protection and results in an unfavorable climate for watercraft using this entrance to Lake Erie. The area is in Eastlake, just east of the First Energy plant.

"Sedimentation in the channel has increased in recent years due to upstream development patterns and the increase in impervious surfaces," the report says.

Proposed are improvements providing a protected harbor and safe entrance to the lake. The sedimentation issue also would be addressed.

Estimated cost: \$9.5 million.

Mentor-on-the-Lake and Mentor Beach Park: "A high percentage of shoreline in Mentor-on-the-Lake is subject to severe beach and bluff erosion," the report says. "Much of the shoreline in MOTL is privately owned and as a result has received a variety of erosion control measures ranging from no treatment to modular sea walls to very elaborate stone and concrete structures. The result of this disjointed array of structures is a shoreline with an inconsistent appearance, debatable effectiveness and marginal usability."

At Mentor Beach Park, strong waves and erosion of the beach are threatening the water treatment station pump house.

Proposed are a variety of erosion controls for private property and the placement of a stone revetment that fronts



Glenn Gilbert
Executive Editor

the lakeside of the pump house and ties into existing revetments.

Estimated cost: \$125,000.

Mentor Harbor: Mentor Harbor, located just east of Mentor-on-the-Lake, is the location for the Mentor Harbor Yacht Club and

the city-owned Mentor Lagoons Marina.

A 200-foot-wide channel forms the entrance to the lagoons. The orientation of the channel exposes the harbor to wind and waves and creates hazardous conditions for boaters entering or exiting the lagoons.

"Difficult navigation through the channel is exacerbated by the presence of a sunken barge at the south end of the channel that was placed to reduce wave energy entering the lagoons," the report says.

The goal for this site is to protect the harbor and allow for safe navigation through the channel into the lagoons and effectively redirect, reduce or remove the deposits of sand at the entrance to the channel.

Estimated cost: Up to \$2.7 million.

Fairport Harbor: Fairport Harbor is the county's largest and most commercially active port. The harbor is largely protected by federal breakwaters located to the west and the east of the navigation channel.

"Portions of the east breakwater have settled into the lakebed and are partially submerged, creating an unsafe condition for boaters. The harbor is also subject to sand deposition behind the federal breakwater during storms." This necessitates annual dredging.

According to the village's comprehensive plan, Fairport Harbor officials would like to improve and expand the village's transient marina amenities and services to create a mixed-use harbor. The goal is to stimulate development downtown by attracting users and businesses.

Envisioned are a protected calm water marina with 400 to 500 slips for seasonal and transient use; a harbormaster building, parking, improved boat

launch and utilities; improved access to the lake and river waterfront including handicapped-accessible piers; and capitalizing on the mixed-use and recreation potential of the Grand River corridor.

Estimated cost: \$27.3 million.

Perry Township Park: Perry Township Park has 50 acres with approximately 2,000 feet of shoreline as a result of the recent purchase of Camp Roosevelt. Access is limited to an unsafe boat launch and small beach at the far eastern end of the park. The remainder of the park shoreline consists predominantly of a concrete revetment and a steeply eroding bluff with little or no beach at the base. Access to the lake at these locations is nearly impossible.

Goals for this site include protecting and stabilizing the bluff west of the concrete revetment, creating a more usable beach at the base of the bluff, making the lake accessible to the handicapped as part of a new senior citizens center, protecting the harbor and improving the boat launch facility.

Estimated cost: \$4.1 million.

North Perry Village and Madison Township: Townline Park in North Perry Village forms the west edge of a one-mile coastline area highlighted in the study with Stanton Park in Madison Township the east boundary. The area between the two parks is made up of private residences.

Conditions vary between naturally stable beaches and slopes to unprotected eroding slopes. Townline Park is a semipublic village park with an unsafe boat launch. "Stanton Park is a public township park with a need for some bluff stabilization and possibly an improved access route to the water," the report says. "A narrow beach at the base of relatively stable, vegetated bluffs is located along the western portion of the park."

"The private shoreline between the two parks contains a combination of treated and untreated shoreline and slopes that appear to be relatively stable with the exception of one small stretch of eroding bluff."

"The initial intent for the Townline and Stanton Parks was to locate a harbor of refuge basin between Geneva State Park and Fairport Harbor. This included the repair and replacement of the existing boat launch at Townline

Park and stabilization of the failing slope at Stanton Park. More recent strategies included the idea of placing offshore barrier structures to protect the shoreline and create substantial recreational boating and swimming beaches in the area between the two parks as part of an integrated safe harbor and passive recreation waterfront design."

Estimated costs: \$6.1 million for Townline Park; \$4.6 million for private property in Madison Township; \$2.9 million for Stanton Park.

Madison Township Park Boat Launch: Madison Township Park consists of 12 acres with about 660 feet of shoreline. Amenities include a large public beach area, playground equipment, baseball diamond, basketball court and lakefront picnic pavilion. A graded slope above the water provides great views of Lake Erie. A walking path with two entrance points provides access to the beach.

"The shoreline is characterized by numerous concrete cylinders and miscellaneous structures and debris used as a form of shoreline protection. While initial protection measures may have proven beneficial, this strategy results in an unfriendly environment to lake users and aesthetically unappealing appearance," the report says. "A boat launch located at the east end of the shoreline is exposed to wind and waves from all directions and is difficult to use other than when lake conditions are calm. This launch provides no protection, tie-ups or signage for recreational watercraft."

Near-term goals for this site are to provide a protected and usable boat launch facility with improved signage, access and parking. Long-term goals include the enlargement and enhancement of the beach on the west side of the park.

Estimated cost: \$1.3 million to \$2.4 million.

So there you have it. You might notice the emphasis on boating, which may make sense from an economic development standpoint.

As with all issues, public involvement will enhance the outcome.

Glenn Gilbert writes about state and local public policy issues. E-mail him at ggilbert@news-herald.com.

Master lakeshore plan gets high marks

■ Tour offers officials glimpse of strategy for use of area's shoreline

Jeffrey L. Fitchkom
Staff Writer *News Herald* 6/25/04

It was a day at the beach Thursday for 25 to 30 local and state officials.

But the participants in the Lake County Coastal Plan Committee were not sunbathing or tossing around a beach ball.

And about the only picnic meal they enjoyed was a provided box lunch as they spent the day visiting six sites along Lake County's 27-mile Lake Erie coastline.

The purpose of the tour was to familiarize the officials with a still-developing strategic plan for the residential, commercial, recreational and environmental use

and future of the shoreline.

Joining the committee were the two top partners in Madison-Wis.-based JJR Smith Group, a civil engineering consulting firm. JJR will assist the committee in formulating the strategic plan.

So far, the consulting firm, as well as officials with the Ohio Department of Natural Resources, are pleased with how the Lake County group has managed to bundle nearly all of the impacted communities into one team.

"We're just kicking off with our work, but our first impression is, 'spectacular,'" said Edward J. Freer, one of the JJR firm's principal partners.

"We're very pleased with the cooperation that we've seen. It is obvious there is a commitment here, and we cannot underscore enough how important this is for the project to succeed," Freer said.

That project entails provisions for five priorities. These range from providing a safe small-boat refuge for the Madison-Perry area, to erosion control off Mentor-on-the-Lake and Lake Metroparks' Painesville Township park, to the consideration of building an offshore breakwater protection system across the face of the county's entire Lake Erie shoreline.

"We're trying to focus on the five priorities, and everyone's so far has been blown away by JJR's credentials," said Harry Allen Jr., chairman of the Lake County group and the chief executive officer and president of Mentor-based Great Lakes Power Products.

Participating in the tour as a stakeholder was the Ohio Department of Natural Resources' Office of Coastal Management, headquartered in Sandusky.

The office has so far contributed

\$25,000 to the development of the strategic plan and may ante up even more funding, says the office's chief, David Mackey. "Our office is really excited by what we're seeing," Mackey said.

"We'll be looking to see what other ways we can contribute and what more we can do to help. We may also comment on the plan as it progresses, and we hope to contribute in a positive way," Mackey said.

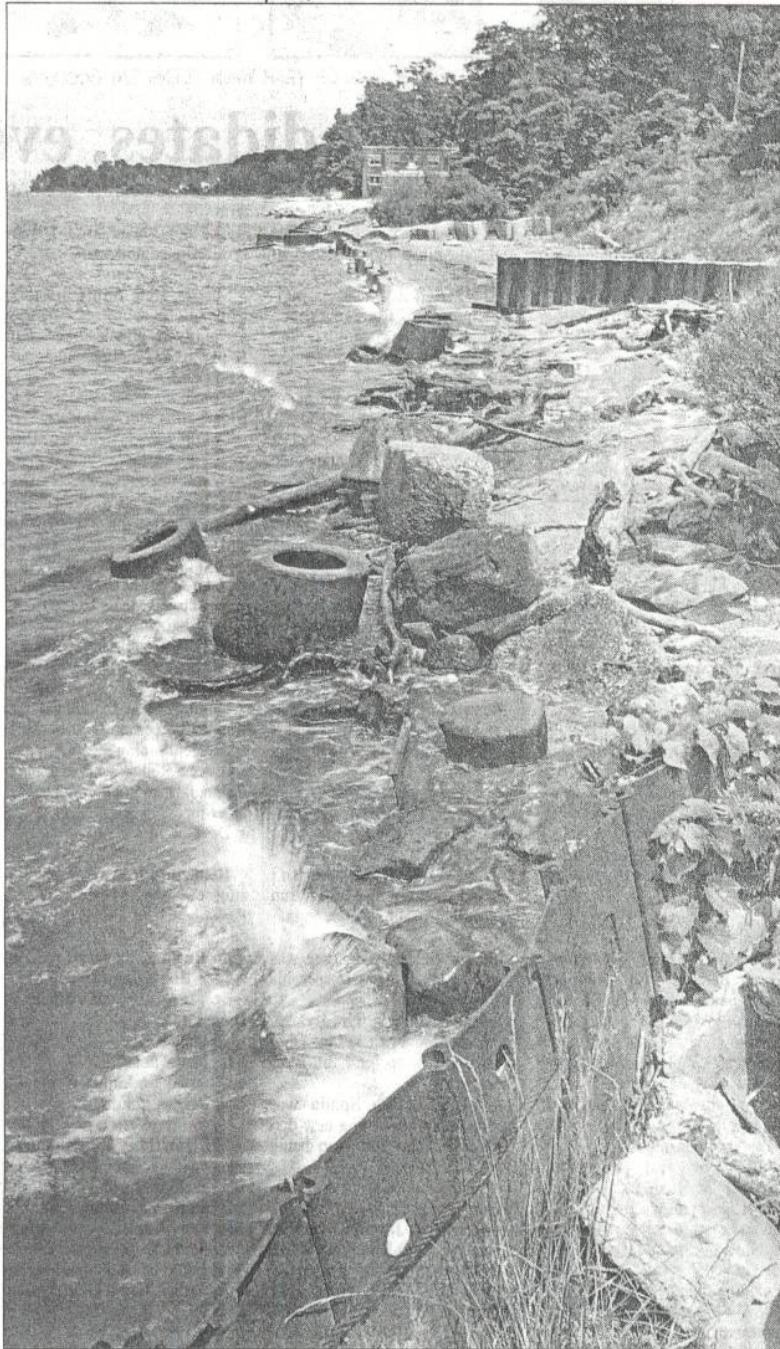
Darrell Webster, director of the Lake County Planning Commission, said the plan's final nail should go into place this autumn, after which the local officials from communities along the lakeshore will have an opportunity to present their thoughts as well.

"We've seen good acceptance of the recommendations we've made so far," Webster said.

Improving the shore

Behind-the-scenes efforts get boost

NEWS HERALD 5/23/04



News-Herald file photo

Regardless of the results of the study, at some point "serious political cooperation will be needed" to bring plans to fruition.

Jason Boyd

Senior planner for the Lake County Planning Commission

Dreams can become reality, and there might be one in the making right here in River City. Or more precisely, Lake County.

The award last week of a \$17,000 grant from the Ohio Department of Natural Resources will enable the county to progress in what has been a mostly behind-the-scenes effort to enhance the Lake Erie shoreline.

Harry L. Allen, Jr., president of Mentor-based Great Lake Power Products, Inc., heads the Lake County Coastal Plan Committee (LCCPC) and is credited with stimulating interest in a shoreline vision that would include campsites, piers, ice skating, hiking trails and better opportunities for boaters.

Redevelopment of Fairport Harbor's portion of the 27-mile Lake Erie coastline would be the centerpiece of the plan, which has been in conceptual stages since 1999. This might involve a large-scale marina with public and private full-service docks; an improved public boat launch facility in a calm-water harbor; hotels; entertainment; a cultural and civic center; residential opportunities and a multi-purpose trail system connecting parks and green space.

LCCPC also has targeted three other areas for front-burner attention. The committee envisions:

- A harbor or harbors of refuge to ensure boater safety near Madison and Perry.

- Breakwater or barrier protection with sand bypass systems for inlets at the Chagrin River and Mentor Lagoons Harbor.

- Offshore erosion control structures at Painesville Township Park and Mentor-on-the-Lake.

Obviously this would make the county more of a tourist attraction. The economic development possibilities are also significant.

The plan will take a significant step forward next month when a consultant, Smith Group JJr from Madison, Wis., begins work on a \$90,000 feasibility study that should lead to a master plan.

The study comes at the same time Cleveland is putting an emphasis on enhancing its lake-front. In fact, the same consultant who is working with Lake County also is working with Cleveland.

Regardless of the results of the study, at some point "serious political cooperation will be needed" to bring plans to fruition, according to Jason Boyd, senior planner for the Lake County Planning Commission, under whose auspices LCCPC is working.

To that end, the commission was directed to research the issue of forming a countywide port authority to implement improvements.

There are some obstacles to

Assistant Lake County Prosecutor Patricia A. Nocero, existing port authorities in Grand River, Fairport Harbor, Mentor and Eastlake could not be included in a county entity. In fact, Mentor's formation of its own port authority last year was seen as a move to pre-empt its inclusion in a countywide entity.



Glenn Gilbert
Executive Editor

However, existing port authorities could be dissolved.

"In the event that a countywide port authority is formed and existing port authorities are then dis-

solved, the political subdivisions dissolving the port authorities would have the authority to join the county port authority," Nocero said in a memo to the county Planning Commission.

A countywide port authority can be established by the county commissioners or by political subdivisions joining together. An issue that already has arisen concerns membership on such an authority's board of directors.

"In order for equitable representation to be given to all communities, every political subdivision would need to join in the creation of the county port authority," Nocero said.

If, on the other hand, county commissioners form the port authority, they would appoint the board. Commissioners are awaiting a recommendation on the matter from the Planning Commission, according to county Commission President Daniel P. Troy.

"I'm 100 percent in favor of what Harry Allen is doing," said Fairport Harbor Mayor Frank Sarosy. "A force is better than just one or two. Let's all work as a team."

Sarosy said his immediate concern is dredging, urgently needed to maintain current facilities and the specific target of the ODNR money.

Sarosy noted that nothing precludes existing port authorities from working together, but none has any significant funding. A county port authority could levy a property tax with voter approval.

LCCPC has put together a video that examines what could be done on the shoreline. It includes a study of efforts in Racine, Wis., Lake Forest and Winthrop Harbor in Illinois.

Groups interested in a presentation can call Jason Boyd at 350-2740.